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Hongkong Daily Press.

ESTABLISHED 1857

No. 16,078. 號八十七零六萬一第 日十二月九九年元號宣 HONGKONG, TUESDAY, NOVEMBER 2ND, 1909. 二月二十一年九零百九十一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 17th April, 1907. [1152]

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[563]

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[1853-3]

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[1809]

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Hongkong, 24th July, 1905. [1841]

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[1823]

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[1856]

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[1834]

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[1826]

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GENUINE AGE
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BRAND**GUINNESS' STOUT**
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THE HONGKONG DISPENSARY.

Hongkong, 6th October, 1909. [29]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, NOVEMBER 2ND 1909.

THERE is evidence on every hand of the awakening of China, and not the least notable of the many signs is the growing desire among the Chinese of the higher classes to go abroad. Prince TSIK HSUN, the Regent's next brother, only recently passed through Hongkong on his way to Europe. Just previously the hereditary Baron LIANG K'UEN, the adopted son of the powerful Viceroy JUNG SU, started on a similar grand tour. He is the brother of two sisters, one of whom is the wife of the Prince Regent, and mother of the young Emperor; the other is the wife of Prince PU LIN, who on two occasions was regarded as a likely occupant of the Dragon Throne. Prince CHING's second son was attached to the mission of TANG SHAO YI. Prince SU, the Minister of the Interior, has sent his eldest son to Berlin. As for the ordinary students, they are going to Europe and America every year in steadily growing numbers, and the keen desire which is now being manifested in every part of the Empire for "the new learning" is likely to make that stream of student emigration go on, like Tennyson's brook, for ever. Who can estimate the great changes destined to flow from the educational revolution which has quietly taken place in China during the past few years? The old arrogance and self-sufficiency is at last giving way, and the people of China are beginning to recognise that they have a great deal to learn from

the West. Schools are now general throughout China in which subjects taught are just the same as in primary European schools, including arithmetic after the arabic method, and geography with up-to-date maps, as well as physical drill. China, in short, has been influenced by the example of Japan, and in adopting the same methods which have served to advance the island empire to front rank among the Powers of the world. China has sent her wise men to the West to study Constitutions, currency questions, and the navies of the world, just as Japan did forty or fifty years ago; and though China, for various reasons, is slower to make practical use of the knowledge thus acquired the Commissioners may be trusted to see that the recommendations they have made are kept well in view. A glance at the industrial and commercial life of the nation reveals very significant signs of the dawn of a new era. There is no need to comment on the change which has come over the attitude of the nation with regard to railways, but the foreign public have no adequate idea of the increasing number of large factories, equipped with up-to-date foreign machinery and modelled generally on Western lines, that are coming into existence in China. Take the city of Canton, for instance. Mr. KING, the Commissioner of Customs, has quite a considerable list of such factories in his report for 1908—a brick factory turning out 10,000 bricks a day with a German plant, and a large kiln which is "a marvel of applied science"; a cement factory, also fitted with a German plant; a glass factory manufacturing lamp shades; a knitting factory; and a soda factory in which soda crystals are made from imported soda ash. The Commissioner also mentions the new Government smokeless powder factory with a KRAUP plant; the arsenal which is now turning out modern rifles—Mauser 6.8 mm.—which need not fear comparison with those of European manufacture; and the cartridge factory equipped with German machinery. The wireless telegraph stations established in 1907 are reported to be all working well, and four other stations of the Telefunken system have been purchased for the four new West River patrol boats. The Wireless School has about thirty pupils, and the German instructor in charge reports that great aptitude is shown by the pupils. What is taking place at Canton is going on also in many other centres of industry in China, so that there is now plenty of evidence on which to base the statement that China is really rousing herself from the slumbers of centuries.

The English Mail of the 2nd October was delivered in London on the 30th October.

Yesterday His Excellency the Governor paid a visit of inspection to the Beacon Hill Tunnel.

An Al Fresco Fete is announced for Sunday next in the compound of the Roman Catholic Cathedral, in aid of the funds of the Society of St. Vincent de Paul. Particulars will be found in our advertising columns.

To-morrow being the birthday of His Majesty the Emperor of Japan, Consul-General and Mrs. Funatsu are holding an "At Home" in honour of the event. The Consulate will, as usual, be closed for the day.

The return of cases of communicable diseases in the Colony during the past week shows one European (imported) and one Japanese case of enteric fever and one Chinese case of puerperal fever.

A curious loss was reported from the Charles Hardwick, on Sunday morning. The Police have been informed that "while two bullocks were being landed from the steamer they were lost." Did they disappear through the gangway, or were they taken up into the clouds?

An amusing episode took place at the Magistracy yesterday when a Chinese was called to enter the box to give evidence. Instead of stepping up as expected, he fell on his knees and was in the act of performing some elaborate ceremony when the policeman intervened and pulled him to his feet.

The Hongkong stables represented at the Shanghai Autumn Race Meeting are Buxey's with seven ponies; John Peel, seven; Ellis Kadoorie, four; and Mr. H. P. White, two (Barry and Triad). Sir Paul Chater, Mr. T. F. Hough, Mr. H. P. White and Mr. Dupree are attending the meeting.

The return of visitors to the City Hall Library and Museum for the week ending the 31st October, 1909, shows that of non-Chinese there were 377 to the Library, and 193 to the Museum, and of Chinese 175 to the former and 1,735 to the latter. The Library was, therefore, used by 552 persons and the Museum by 1,928.

The recent typhoon at Foochow seems to have entirely ruined the crops in the district. In a memorial telegraphed to the Grand Council the Vicerey says: "There will not be a single grain to be reaped, and starvation among the people is imminent." The Vicerey has been instructed to provide a relief fund out of the revenues of the province.

The Shanghai races, which were to have opened yesterday, were postponed owing to heavy rain.

Mr. H. Bonar, British Consul-General at Kobe, has been transferred to Seoul. Mr. Bonar's successor in Kobe is Mr. R. de B. Leyard, Consul-General at Manila.

It is stated that the Viceroys and Governors in the provinces have replied to an order from the Ministry of Justice, stating that they have strictly forbidden the infliction of indiscriminate tortures on prisoners in the district magistrates' yamens. They have reported that they will deal severely with any cases in which torture is resorted to against their instructions.

The Kent, cruiser, is to be paid off at Colombo and recommissioned for further service on the China station on the arrival of new crew in the Nioe about the beginning of December. The nucleus crew of the Sutlej will be drafted to the Kent, and the Sutlej will be recommissioned on November 3 for further service in the Third Division of the Home Fleet at Devonport.

A telegram from Peking to the *Hawke's Daily News* states that owing to the disputes regarding the settlement of the boundary question in Macao between H.E. Kao Erh Chien, the Special Commissioner, and the Portuguese, the Waipuwa has decided to deal directly with the Portuguese Minister in Peking. We learn from an authentic source that there is no truth in this statement. The Commissioners completed their eighth session last Saturday.

There has been no parallel to the case of Mr. Crane in the history of the State Department, remarks the New York correspondent of the Times. Twenty years ago Mr. Blair, who, as Senator from New Hampshire, had expressed the opinion in the debate preceding the passage of the Exclusion Act that the Chinese constituted a "yellow peril" and that their immigration was a menace to American civilization, was appointed Minister to China, but was recalled on the eve of sailing in deference to a protest from the Chinese Government.

There is a very common idea that the Malay is a race that is dying out, killed in its own country by the enterprise of Chinese, Tamils, Javanese (who, however, are kinmen of the Malays), and Europeans. To those who come out East expecting to find a few miserable remains of a once powerful race, whose probable fate is that of the noble red man of America, if not that of the Australian aborigine (says the *Java Times*), it comes as a revelation to find a sturdy, independent, and courteous race, whose language runs from Sue to Australia, and who, so far from dying out, are yearly becoming more numerous.

The booming of guns last night caused people to wonder whether Hongkong was being attacked. It appears that the cause of the unusual roar of artillery was the desire of the Naval and Military Authorities for a little practice. A torpedo boat went beyond the harbour limits and attempted to pass Belcher's Fort in returning without being observed. The men on guard, however, were too wide awake, and the detection of the destroyer was the signal for a blank fire and a flashing of the searchlights on an imaginary enemy, whose fate would have been sealed had it been a reality.

Mr. W. H. Purcell, 149, Coombe Road, the Peak, informs the police that some person stole from his bedroom about three o'clock on Sunday afternoon the following Freemasons' jewels: Past Master's jewel of Zetland Lodge, worth £2; Past Master's jewel from the Eastern Mark Lodge, worth £6 10s; Past Master's jewel from Victoria Chapter, worth £6 10s; in all, £21 10s. The police were not slow in making inquiries, suspicion having fallen on the house maid, who on receiving her pay on Sunday said he was leaving. The police succeeded in tracing him to the steamer *San Cheung*, on which he intended travelling to Canton. A search warrant was then obtained and at an address in Hollywood Road the remains of the jewels were discovered, the gold having disappeared in the melting pot and only a few rubies, one topaz, and one jade stone being left.

A problem that would have taxed the wisdom of Solomon to solve came before Mr. Halifax at the Magistracy yesterday when two women were charged with the theft of rice from a certain piece of land. The first defendant, however, asserted that she paid rent for the land to Government, and when the Magistrate appealed to Inspector Collett for information the latter replied that both the complainant and the defendant paid rent to the Government for the same plot of land. The complainant, however, had sown the paddy and the defendant had reaped it. The Public Works Department had no survey of the land. Inspector Collett assisted the Magistrate out of the dilemma by offering to withdraw the charge until he could ascertain to whom the land really belonged. His Worship readily assented to the suggestion and the case was withdrawn.

The Hongkong stables represented at the Shanghai Autumn Race Meeting are Buxey's with seven ponies; John Peel, seven; Ellis Kadoorie, four; and Mr. H. P. White, two (Barry and Triad). Sir Paul Chater, Mr. T. F. Hough, Mr. H. P. White and Mr. Dupree are attending the meeting.

The H. A. Line str. *Sister* left Manila on the 31st ultimo and may be expected here on about the 3rd instant a.m.

The C.N.C. str. *Linen* left Shanghai on the 31st ultimo, and will be due here on the 3rd inst.

The N.Y.K. str. *Totsu Maru* (Bombay Line) left Moji on the 30th ult., and is expected here on the 5th inst.

The N.Y.K. str. *Igo Maru* (European Line) left Moji for this port via Shanghai on the 30th ultimo, and is expected here on the 8th inst.

The T.K.K. str. *Tenyo Maru* sails from Yokohama on the 1st inst., and is scheduled to arrive at this port on the 10th inst.

The P.M. str. *Sister* arrived at San Fran.

The cargo of silk shipped on board the M.M. str. *Polysemy*, which left here on the 29th Sept., was delivered in Lyons on the 30th ult.

The return of visitors to the City Hall Library and Museum for the week ending the 31st October, 1909, shows that of non-Chinese there were 377 to the Library, and 193 to the Museum, and of Chinese 175 to the former and 1,735 to the latter. The Library was, therefore, used by 552 persons and the Museum by 1,928.

TELEGRAMS.

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PRINCE ITO'S FUNERAL.

TOKYO, November 1st.

Prince Ito's remains arrived at Shimabashi to-day from Yokosuka.

Enormous crowds gathered along the route displaying every token of respect and every manifestation of mourning.

The funeral will take place on Thursday.

BUREAU'S SERVICE TO THE "HONGKONG DAILY PRESS."

RUSSIA AND MANCHURIA.

A PROPOSAL TO THE POWERS.

LONDON, October 31st.

The "New York Herald's" Peking correspondent wires that Russia has proposed to the Powers the creation of a small international settlement outside Harbin. It is considered unacceptable in diplomatic circles, since the acceptance would mean the recognition of the right claimed by the Russian railway administration to exercise political powers over all residents in the railway zones of Northern Manchuria.

THE MUTINY IN GREECE.

LONDON, October 31st.

It is reported from Athens that the destroyer "Velos" has returned to the arsenal, but Lieutenant Typaldos is not on board.

LORD CHARLES BERESFORD AND THE ADMIRALTY.

LONDON, November 1st.

Mr. Asquith, replying to Lord Charles Beresford, encloses a communication from Mr. McKenna (Civil Lord of the Admiralty) refuting in detail the charges brought by Lord Charles. Captains Hulbert and Campbell, who were recently relieved of the posts they filled, would shortly receive employment, the delay being due to there being no immediate vacancies suited to the seniority of the officers.

Lord Beresford replied at considerable length, arguing that Mr. McKenna's explanations do not affect the accusations which he reiterates and appeals to the tribunal of the nation.

Mr. McKenna declares that imputations of intimidation and favouritism unless they are supported by unassailable evidence are the most subversive of discipline that can be made.

AMERICAN COTTON CORNER.

LONDON, November 1st.

Mr. Patten, who cornered the American wheat market last May, has now cornered American cotton, his profits being already estimated at two millions sterling.

A BANKRUPTCY PROSECUTION.

At the Magistracy yesterday M. E. Moore draper, was charged with offences under the Bankruptcy Ordinance, it being alleged that he while being a bankrupt, concealed part of the property belonging to him.

Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson, appeared for the defence and Mr. Hind, from the office of Messrs. Britton and Hett, appeared for the Official Receiver.

In the afternoon the question of bail was raised before Mr. Halifax. Mr. Potter argued that the bail fixed, £25,000, was prohibitive, and asked that it might be reduced.

Mr. Hind opposed this, and Mr. Fletcher, Official Receiver, added that the bail was not excessive.

After discussion his Worship agreed on hearing Mr. Fletcher say that he would be satisfied with bail of \$15,000, provided there was good security, to reduce the bail to that amount.

The hearing was not concluded when the Court rose.

SUPREME COURT.

Monday, November 1st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNSH JUDGE).

CAPTAIN'S ALLEGED WRONGFUL DISMISSAL. The action was continued in which Captain W. Cooper, lately master of the ss. *Tak Hing*, sued the See Yap S.S. Co., Hongkong, for \$852.33, for wrongful dismissal on September 16th, 1909, \$750 being three months' wages in lieu of notice.

Mr. Reader Harris (from the office of Messrs. Wilkinson and Grist) appeared for plaintiff, and Mr. P. S. Dixon (from the office of Mr. R. A. Harding) appeared for the defendant.

Mr. Harris stated that there was a point to which he would like to refer at the outset. The Court would remember that he called a witness, the engineer of the *Tak Hing*, and that witness stated that to his knowledge, it took an hour and ten minutes to get to the wharf. That time was taken from the giving of the "stand by" signal. He wished to call Captain Cooper to give evidence on the point.

Captain Cooper, recalled, said it was the custom in all vessels to ring "stand by" to the engine room, which gave the engine department time to allow steam to go back. In all river steamers the "stand by" was rung when the vessel was coming through Capenim when the red light on Green Island was obscured. When the *Tak Hing* was travelling at full speed it would mean twenty-five minutes from that point to the wharf. On the occasion of which Mr. Lindberg spoke the steamer had only one engine, so it took longer than twenty-five minutes.

In reply to Mr. Dixon witness said the average time for him to get in to the wharf, after giving the "stand by," was forty minutes. The fastest ships on the river took seventeen minutes, and he had been on six of them.

Chung Leung, an inspector in the defendant Company, said he had known Captain Cooper since June last. Plaintiff had not been a satisfactory captain. First the passengers, the comrade and his staff complained of delay in mooring. Letter carriers made a similar complaint, and on one occasion when witness was a passenger it took Captain Cooper about three-quarters of an hour to moor his ship. The vessel was then immediately opposite the wharf. Witness reported the matter.

In cross-examination witness said the *Tak Hing* slowed down before she reached the wharf, but he could not remember how long before. He had never been an officer of a ship, and knew nothing about navigation. He could not tell whether it was the tide that delayed Captain Cooper, but he knew that the *Shun Lee* was moored quicker. He had never seen the *Shun Lee* on the east side of the wharf. Comrades, staff and passengers had frequently complained to witness about the delay of the *Tak Hing* in mooring, but he could not remember on what dates. Witness wanted to be good friends with the plaintiff, but on one occasion while he was on board the Captain lost his temper and threatened to strike him. After this witness did not visit the ship any more.

Do you remember suggesting to Captain Cooper that the rich Chinamen abroad should raise a subscription to buy up Hongkong from the British Government?—I did not say that. It is rather absurd.

And he never told you you were absurd and ought to join the Self-Government Society of Canton?—No.

You deny it?—I have no interest in the Self-Government Society of Canton.

You are a California-Honolulu merchant?—Yes.

LOCAL SPORT.
YACHTING.

The Yachting Season has come round once more, and the R.H.K.Y.C. intend opening it with a flourish of trumpets next Saturday, the 6th inst., when the first Club races will be sailed, starting at 2.30 p.m. for handicap class and 2.40 p.m. for one design class over the following course: Channel Rocks (port), Cast Rock buoy (port), Channel Rocks (starboard) and home. Each boat is to be nominated by a lady, the nominators of the first and second boats in each class to receive prizes. Yacht owners are busy getting their yachts into sailing order, and already the two greyhounds *Dione* and *Vernon* have been seen out stretching their new sails which have recently arrived from Messrs. Ratsey and Lephorn, the celebrated sailmakers. *Erica* made her appearance on Saturday last looking trim with her new deck. She is still owned by Mr. Denison, this year occupies the proud position of Commodore. *Min. Kathleen* and *Colleen* are still to the fore; the latter, it is understood, will be in the capable hands of Dr. Clark during the season.

The *Ada*, late *Dracone*, has again changed hands; perhaps she is better known as *Alannah*. She is now the property of Lieut.-Col. Chapman, who hopes to get her back to some of her old form. She was once the crack boat in these waters.

Dione, owned by the Hon. Mr. F. H. May, unfortunately met with an accident a few days ago. When out sailing, one chain and plate broke, the mast then snapped and her new sail went overboard. The spar was a specially-made hollow one by Messrs. Holloway and Son, of Dublin, and had done good service. The yacht was put into the hands of the Dock Co., who, with their usual energy and expertness, had a new hollow mast made and fitted in double quick time. Her owner, who for many years was Commodore of the Club, and who has done so much for its welfare, once more tastes the salt sea breezes, for he has decided to again put his hand to the helm and if possible capture some of the fine cups to be competed for this season.

It is very much to be regretted that Mr. John Hastings, one of the oldest and one of the most expert yachtsmen in this Colony, has decided to shortly leave it for good and to seek hunting grounds abroad, but sportsman to the last, he has presented the Club with a very handsome cup to be sailed for this season to be called the John Hastings Farewell Cup. The Club will sustain another loss by the departure this month of Capt. Walker, R.E., who leaves at the call of duty. He handed *Kathleen* in a masterly manner and will not be forgotten by those who had the pleasure of competing with him.

There will be four boats in the One Design Class, viz.—*Halycon*, *Bonito*, *Aleman*, and *Daphne*. They were built last year to Payne's design and have proved very satisfactory.

On November 9th, the King's birthday, there will be races for both classes, and a cup kindly presented by Sir Paul Chater and called The King's Birthday Cup will be sailed for. Mr. Mody, who is always a most generous supporter of good sport, is also presenting a cup to be sailed for later.

FOOTBALL.

The second division League match, arranged to take place on the Military Ground yesterday evening, did not take place owing to the Moslem F.C. failing to put in an appearance.

The league points will, unless some reason be forthcoming from the Moslem team, be awarded to B Coy.

BUFF'S INTER-COY. SHIELD.

The first round of this competition was completed yesterday afternoon when D. Coy. met and defeated A. Coy., by one goal to nil.

The teams left in the second round of the competition are—D. Coy., E. Coy., F. Coy., and G. Coy.

INTERPORT RUGBY.

At the annual meeting of the Shanghai Rugby Football Club, held on October 27th, it was decided to write to the Hongkong Rugby Club thanking them for their invitation, but stating that it was quite impossible to send a team here this year.

THE INTERPORT SHOOT.

The Committee of the Shanghai Rifle Association is making arrangements for forthcoming Interport shoot, and special practice for this will be held from the 4th to 15th November. At present unfortunately two of the leading marksmen in Shanghai are ill, namely, Mr. W. O. Lancaster, who has just undergone a severe operation from which he is fortunately well on his way to recovery, and Mr. H. Lindo, neither of whose services will be available. The following twenty names have, however, been chosen by the Committee, and from these a team of ten will be chosen—

Captain E. I. M. Barrett, E. H. Lynch, W. Brand, C. Richards, F. Large, T. H. U. Aldridge, H. W. Daldy, A. E. Collins, M. Conlon, F. A. M. da'Almeida, R. Brook, L. A. Chill, J. Burke, P. W. Mackintosh, C. Dewing, Captain A. Hilton-Johnson, C. Matthews, C. Hill, J. McDowell, and G. Kingsmill.

THE CAFE WEISSMANN PROSECUTION.

The decision in the case in which the manager of the Cafe Weissmann was summoned for selling liquor without supplying food was given by Mr. Wood at the Magistracy yesterday. His Worship said he was dismissing the summons, not upon any point of law, but because the evidence seemed to show that there might have been some misunderstanding in the order given. Mr. Eldon Potter, instructed by Mr. Crowther Smith, appeared for the defendant.

SHIPPING NOTES.

At the meeting of underwriters held in London recently to consider the question of risks it was decided that the resolution agreeing to an increase of 10 per cent. on last year's rates in those cases where the premiums had been already raised by 10 per cent. or 20 per cent. where no rise of premium was made last year should apply to all steamers, British and foreign, except to passenger liners and American hulls, and that it should be applicable also to all steamers insured f.p.m. absolutely or free of damage. It was also agreed that the 10 per cent. disbursements clause should be inserted in policies on all steamers indicated above. In the case of liners it was resolved that the premiums should be raised by 10 per cent. provided that a written agreement is obtained to that effect from underwriters in London and Liverpool. It was further agreed that a committee should be formed, of an equal number of company and Lloyd's underwriters, to deal with matters arising out of the resolutions.

The importance to the marine insurance market of the agreement could hardly be overrated, says the *Times* contributor. Yet those who have been following the course of events of the past few years must have been well prepared for some such action. It is computed that in the case of tramp business the rates and values of the last few years together represent a decline of from 40 to 50 per cent. since 1904-5. Consequently, an increase of even 20 per cent. in this class of business would still leave a substantial reduction on the figures for the years mentioned. It should be pointed out also that a rise of 20 per cent. on recent rates does not mean a proportionate return to the rates ruling in 1904-5. For example, if a premium fell from £100 in 1904 to, say, £60 in 1905, an increase of 20 per cent. would only amount to £12, or a return of 12 per cent. to the former premium of £100. It is maintained that the increase in rates decided upon last autumn and brought into operation early in the present year only just equalled the loss that had been experienced for some years past in the American hull business, and did not cover the loss sustained by underwriters on ordinary tramp boats. American hull underwriting had shown a loss to underwriters of fully 25 per cent. over and above the premiums, and it is thought that a similar loss had doubtless been sustained by those underwriters who accepted the low rates which ruled during the past few years for tramp business.

Another important aspect of the question, he says, is that of reduced values, a consequence of which is that average settlements—especially third year settlements—are nowadays heavier than any that have previously been experienced. For instance, supposing the total premium on a vessel to have declined, solely through reduced value, from £100 in 1904 to £60 in 1905, and assuming that the third year settlement amounted to £25 on each occasion, this amount would represent a loss of 5 per cent. on the former premium; but a loss of 8-3 per cent. on the latter. In the case of one office an average of 12 per cent. represented the amount paid on third year settlements between 1900 and 1905, but in 1906 (the last completed year) the percentage rose to 20 per cent. These illustrations show that, from an underwriter's point of view a decline in values is quite as ominous as a decline in rates.

The International Conference on Maritime Law at Brussels on September 30th discussed the question of the apportionment of responsibility in the event of collisions at sea. The Convention lays down that, in the event of material damage caused by a collision due to error in navigating one vessel only the responsibility shall rest with that vessel. The majority of the delegates were agreed in interpreting the Convention in this sense. Three delegates, however, submitted that they were not prepared to accept this without reservation. The Conference considered the case of collisions due to negligence in the navigation of both vessels. The British delegation suggested that the Convention should be so amended as to make specific provision for material damage, and expressed the hope that the Conference would thus allow the principle of unanimity to prevail. The French and German delegations while intimating that they must refer the matter to their respective Governments, supported this proposition. The Conference seemed disposed to agree that the expenses of assistance and salvage should be recoverable not merely where the cargo had been saved, but also where timely aid rendered had resulted in the rescue of the crew or passengers of the damaged vessel.

The Times Belfast correspondent telegraphed with reference to the announcement from the journal's Ottawa correspondent that Messrs. Harland and Wolff will establish shipbuilding yards in Canada. It is stated in Belfast that the firm contemplate the construction of one or more large graving docks for dealing with big passenger boats that may sustain damage necessitating extensive repairs. At present no suitable facilities exist for repairs to large boats, in consequence of which serious loss has been sustained. A representative of Messrs. Harland and Wolff has been for the past two months in Canada prospecting on the St. Lawrence and elsewhere for a site suitable for the construction of a big dock in which the new White Star liners recently introduced to the Canadian passenger traffic could be handled should occasion arise. Messrs. Harland and Wolff, it is stated, do not contemplate any extension of their shipbuilding interests to Canada at present, though repair works on some scale sufficient at least to patch up a boat temporarily, will be imperative when the docks have been completed. The need for a large

graving dock at one of the St. Lawrence ports has been greatly felt since competition in the Canadian passenger traffic became so keen. Up till 1904, when the Allan Line placed their steamers the *Victorian* and the *Virginia* on that service, the St. Lawrence had rarely, if ever, been navigated by a vessel of over 10,000 tons. During the present year, however, a further development in the size of the liners in the Canadian traffic has taken place, for the White Star Company into competition with the older lines witnessed the appearance of the *Laurel* and the *Majestic* on the St. Lawrence, both steamers of 14,000 tons. The present position, it is said, is that if one of the larger steamers engaged in the Canadian trade went ashore and was afterwards refloated there would be no graving dock at Montreal, Quebec, or Rimouski big enough to hold it. In the event of serious injury the vessel would probably become a total loss, unless it were possible to patch her up sufficiently to bring her to New York. The construction, therefore, of a graving dock, suitable to modern needs, at one of the Canadian ports has become an urgent necessity. Messrs. Harland and Wolff took a similar step by going to Southampton when the White Star and other lines made it a port of call, and now, it is pointed out, they are simply following trade to the other side of the Atlantic.

Although there is no official confirmation of the rumour that the firm of Vickers has booked an order for the turbines of the new cruiser which is to be built at Devonport, it is practically settled (writes a correspondent) that the order shall be entrusted to that firm, who were the constructors of the *Dreadnought*'s turbines. This new battleship-cruiser, according to all accounts, is to create a world's record in every sense of the word. It will be the largest, the most powerful, and the fastest. Although some two hundred feet less length than the *Mauritania* and a few feet narrower, she will have 4,000 more indicated horse-power. The Commander's power is 66,000. She will have 25,000 more power than the present *Dreadnought* cruisers and 45,000 more power than the present *S. Vincent*, which are now completing.

DR. SCHOTT ON HEART STRAIN.
THE EXAGGERATED PURSUIT OF ATHLETICS.

At the opening of the session of the Post-graduate College, West London Hospital, recently, Professor Theodor Schott, of Naumburg, gave an address with the title "A Renewed Research on the Subject of Acute Overstrain of the Heart". The Duke of Abercorn was in the chair.

After pointing out the increased attention that was paid in the latter half of last century to functional as opposed to valvular derangements of the heart and referring to the importance of the work done by Peacock on cardiac strain, Dr. Schott said that experiments he had carried out in 1890 showed that severe physical exertion caused more or less dilatation of the heart, which, however, quickly subsided, though repetitions of excessive muscular strain were to be regarded as giving rise to overstrain of the heart. Objections had been raised that no heart could suffer permanent dilatation or hypertrophy through severe muscular strain unless it had previously been altered in structure or function, but it had been physiologically established that the simple performance of labour could lead to dilatation of the heart, and that there was such a thing as pericarditis or hypertrophy. The exaggerated pursuit of athletics, which during the last 20 years had been constantly on the increase, had confirmed the observations he had made in his first publication, and now large numbers of cases are on record in which simple physical overtraining, due to excessive indulgence in athletic sports, had impaired a healthy heart in youths who had not suffered from previous maladies nor indulged in the immediate use of alcohol, tobacco, coffee, or tea. There was, it was true, some conflict of opinion, and some observers had noticed a reduction instead of an enlargement after excessive exertion, but the determinations of the dimensions were not always made under the same conditions, and it was often difficult to compare different experiments one with another. But he thought English physicians had ample opportunity of confirming the view that in individuals previously normal and so far through different forms of over-training, the heart might be brought first to a state of acute dilatation, and finally through repetition to permanent dilatation with all its consequent phenomena.

PROPOSED NEW OPTUM CONFERENCE.

The American Government has issued invitations to the Powers which took part in the Optum Conference in Shanghai in February of this year to send delegates to another Conference to be held next year so as to establish international regulations for the suppression of the opium traffic. The Circular Note of the United States to the Powers, which was issued in September, 1906, each Government to draw up its own programme and submit it to Washington by November 30, when the American Government will co-ordinate various proposals and bring forward—subject to the approval of the Governments interested—the questions to be discussed by the Conference. While neither the place nor the date for holding the Conference has been suggested, it will be held either at The Hague or in Washington, as the Powers desire.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 1st at 11.55 a.m.—The typhoon has entered Amak to the South of Touane.

Barometric changes in other areas are unimportant.

The area of high pressure extends from the Lower Yangtze to E. Japan.

Strong winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood N.E. winds, fresh; some rain.

Formosa Channel strong.

South coast of China between Hongkong and Iamak Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 2.

HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

September 30th.

IMPROVEMENT IN TRADE.

Even the most confirmed pessimist can no longer deny that there is a decided improvement in trade all over the world, more apparent in some trades and in some countries perhaps than in others but distinctly discernible everywhere.

In the United States, where the crisis originated

in 1903, the total decrease amounting to 342 million Marks, the imports from Great Britain being 279 millions less and the exports to the United Kingdom 63 millions less than in the previous year, the United States now ranking first in the commercial dealings with this country. Taking exports alone Great Britain now occupies the fourth position, having been overtaken by Russia and Austria-Hungary.

As to imports the decrease in yarns and textile fabrics amounts to 74 millions, in metals such as iron and copper to 54 millions, in agricultural

produce to 31 millions and in ships and machinery to 20 millions. This may be partly ascribed to the general decline in values, but there can be no doubt that this country is supplying her own wants more and more herself.

Exports from Germany show a decrease of 36 million Marks in textile fabrics, of 15 millions in metals, of 10 millions in chemical products and of 9 millions in agricultural produce,

whereas an increase of 17 millions is reported in leather and furrier articles. Indian exports to

Germany are less by 100 millions and those of the Commonwealth of Australia by 45 million;

exports to those parts have, on the other hand, remained pretty stationary. Exports to Canada have decreased from 20 to 11 millions and imports from there from 9.5 to 7.1 millions.

ECZEMA BEYOND SPECIALIST'S AID.

Sold He Never Saw a Child's Head in Such a State—Lanced It but Did No Good—Body Covered, Too Scratched Till Blood Ran—Grateful Mother Praised

CUTICURA'S COMPLETE AND ECONOMICAL CURE

"Cuticura is the only thing that cured my daughter who had suffered with eczema for six months. She is now well and it spread all over her body. She used to scratch herself till the blood ran down her fingers. I tried everything for it but nothing did good. We had special soap on her, too, but that didn't help. I first took her to two doctors and they gave her ointment and lotion but still it ran oozing. I called a nurse in, one day, to see what she thought about it, for I was tired of seeing her with her head all bandaged up. She was a head full of running sores."

"The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state. He lanced it and it was cured. I used Cuticura lotion to dress it with, but it didn't seem to get rid of the pain. I used the Cuticura Soap now and shall always stick to it as long as I can. Her hair is growing again fully now. Cuticura Ointment and Cuticura Pile Cure cured her when she failed. I only wish I had seen her sooner. I can safely say they are the cheapest and best that you can get for any skin disease. I shall be pleased to recommend Cuticura to all suffering from skin diseases as I have great faith in it. Mrs. S. Acties, 6, New Terrace, Meadow Bank, Winsford, Cheshire, Eng., July 8 and Aug. 27, 1905."

Complete External and Internal Treatment for Skin Diseases and Adults containing Cuticura Soap to Cleanse the Skin and Cuticura Ointment to Heal the Skin and Cuticura Soap often Cured throughout the world. Depots: London, 27, Charterhouse Sq.; Paris, 10, Rue de la Paix; New York, 10, Broadway; Sydney, 8, Pitt Street; Cape Town, 6, U.S.A.; Potter Drap & Co., Comp. Post-free from London depots. liberal sample of Cuticura and 32-page book on diseases of the skin and scalp.

54-22

chief duties is the supervision and examination of the results of the manufactures, and preparing the actual orders concerning them. He was remunerated to proceed on leave directly the Committee of Inquiry had finished its sittings, and on the very day that the manoeuvres commenced. At the expiration of his full yearly term of leave he was not permitted to return to the Admiralty and examine into the causes of the utter failure of the Admiralty plane during the manoeuvres, though he has kept on full pay ever since doing nothing.

Capt. Henry Campbell, who also gave most important evidence on the Committee of Inquiry which reflected adversely on the Admiralty's preparations for war—a duty which it should be remembered devolved entirely upon the First Sea Lord—has also been kept away from the Admiralty practically ever since.

The objects and methods underlying the new arrangement are perfectly well-known in the Service, and the subject will probably be brought before the House of Commons in the shape of questions when Parliament reassembles.

THE UNITED STATES AND MANCHURIA.

MR. CRANE'S RESIGNATION.

Mr. Crane issued the following formal statement on this subject:—

The State Department has been engaged for some time in making its usual study of the recent agreements between China and Japan in relation to Manchuria, from such data as it has been able to secure, with a view to determining whether there is anything in the agreements adverse affecting American interests or in conflict with the principle of equal opportunity to which the Powers are pledged—a study which is not yet fully set forth, but it cannot be said to provide for even the nucleus of such a general staff as was apparently contemplated by the Balfour Committee. We can only suppose and hope that it is to come later. This War Council is undoubtedly an advance, and an advance in the right direction, but it certainly cannot be regarded as satisfying all the requirements of the Committee, which concluded its report as follows:—The Committee have been impressed with the differences of opinion among officers of high rank and professional attainments regarding important principles of naval strategy and tactics, and they look forward with much confidence to the further development of a Naval War Staff, from which the naval members of the Board and flag officers and their staffs at sea may be expected to derive common benefit."

The *Globe* in its headlines describes the announcement as a fragrant example of Admiralty methods and says:—

The announcement is made this morning that a new Admiralty Department has been created under the title of the Naval Mobilisation Department, and that this department is in further development of the policy which has activated the Board of Admiralty for some time past of organising a Navy War Council. Following on this announcement is a list of officers who are appointed to this new department, and a list of those whose services are dispensed with.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS Codes: A.B.C.
6th Ed. Lieber's.
P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENT

PUBLIC AUCTION

THE Undersigned will Sell by Public Auction, TO-DAY (TUESDAY), the 2nd NOVEMBER, 1909, at 2.30 P.M., at his Sales Rooms, Duddell Street,
FOR AN ASSORTMENT OF GENT'S SUIT LENGTHS AND WHITE WITNEY BLANKETS,

TABLE LINENS, SERVIETTES, HOUSEHOLD LINENS, HUCKABACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, LADIES' WHITE LAWN UNDER-SKIRTS, WALKING SKIRTS, COMBINATIONS, ROBES, FLANNELETTE NIGHTDRESSES, DRESSING GOWNS, LADIES' DRESS LENGTHS, &c., &c., &c.; ALSO A FEW CARPETS and AXMINSTER RUGS.

(All New Goods); Further Particulars from Catalogues which will be issued.

TERMS.—As Usual.
GEO. P. LAMMERT, Auctioneer,
Hongkong, 2nd November, 1909. [1375]

NEW ADVERTISEMENTS

NOTICE.

MY connection with Messrs. J. ULLMANN & Co. CEASED on October 31st, 1909.
G. KOENIG.
Hongkong, 1st November, 1909. [1372]

TOYS! TOYS!! TOYS!!!

GOOD NEWS FOR THE YOUNGSTERS.

WE have just unpacked a large and varied assortment of XMAS CRACKERS, XMAS STOCKINGS, TOYS, DOLLS and BALLS. All these Goods are of the Best Quality, and will be sold at Cheap Prices. We beg to invite Ladies and Gentlemen to visit our Store, and convince themselves before purchasing from elsewhere.

Priced very reasonable. Please extend your patronage and be satisfied.
H. HIPOOLA & Co.,
13 and 15, D'Aguilar St.
Hongkong, 2nd November, 1909. [1373]

AL FRESCO FÊTE.

In aid of the Funds of the SOCIETY OF ST VINCENT DE PAUL.

UNDER the Distinguished Patronage of H. E. The GOVERNOR, SIR FREDERICK LUGARD, K.C.M.C., C.B., D.S.O.

To be held in the COMPOUND of the ROMAN CATHOLIC CATHEDRAL.

ON SUNDAY,

7th November, 1909, from 9 P.M. to 11.30 P.M.

ADMISSION TICKET..... \$1.

Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fête only.

The Public is respectfully invited to inspect the various stalls from 2 to 7 P.M. on the 7th November.

Tea and Cakes will be served during the afternoon.

By kind permission of Commanding Officer and Officers of the Rajputana Band will play from 9 to 11.30 P.M.

Tickets can be obtained from To-Day at Messrs. GEAC & Co., 27, Des Voeux Road, and at the ROMAN CATHOLIC CATHEDRAL COMPOUND, on SUNDAY, the 7th November, from 9 A.M. to 7 P.M. and at the Gate on the Night of the Fête.

Hongkong, 2nd November, 1909. [1374]

"SHIRE" LINE OF STEAMERS, LTD. For LONDON, HULL AND ANTWERP.

THE Steamship "RECONSCNIRE."

Captain Tomlinson, will be despatched as above on FRIDAY, the 26th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 1st November, 1909. [1371]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo of through rates to the BRITISH, to PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship "CHINA," Captain Berglund, will be despatched as above on or about the 24th inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDELL, WIELER & Co., Agents.
Princes Building.
Hongkong, 1st November, 1909. [1373]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, Am. on SATURDAY, the 13th November, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACKDONALD," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on the 27th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd November, 1909. [1373]

INTIMATIONS

NOTICE

I HAVE This Day commenced practice as an ARCHITECT and CIVIL ENGINEER with Offices at the undermentioned address— COLBOURNE LITTLE, Fellow of the Royal Institute of British Architects.

16, Bank Buildings, Queen's Road Central, Hongkong, 1st November, 1909. [1364]

NOTICE

THE OFFICE of the TOYO KISEN KAISHA—SOUTH AMERICAN LINE—has been REMOVED to GROUND FLOOR KING'S BUILDING, formerly occupied by Messrs. Jardine, Matheson & Co., Ltd., Shipping Office, Hongkong, 1st November, 1909. [1365]

NOTICE

DURING the Winter Months HOPKINS' BUTCHERY at SHANGHAI is prepared to Supply its Patrons in Hongkong with Game, Game Pies, Pork Pies, Brawn, Sausages, Fresh and Corned Beef.

Terms.—As Usual.
GEO. P. LAMMERT,
Auctioneer,
Hongkong, 2nd November, 1909. [1375]

PUBLIC COMPANIES

NOTICE

CHINESE ENGINEERING & MINING CO., LIMITED.

A FINAL DIVIDEND of ONE SHILLING and SIXPENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 28th February, 1909.

COUPON No. 13 is Payable on 2nd November, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBBIE,
Agent.

Hongkong, 30th October, 1909. [1360]

NOTICE

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the abjoined resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions—

RESOLUTIONS.

That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."
(b) In Article 86 the word "Three" shall be substituted for the word "Ten."

NG LI HING,

General Manager.
Dated the 15th day of October, 1909. [1316]

AUCTION

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 3rd NOVEMBER, 1909, commencing at 2.45 P.M., at "TREVERBYN," No. 18, The Peak.

A QUANTITY OF HOUSEHOLD FURNITURE (Particulars from Catalogue).
ALSO TWO LADIES' SIDE SADDLES, ONE IRON WASH-HOUSE;

AND A Quantity of PLANTS in POTS (in Good Condition).
TERMS.—Cash on delivery.

On View from TUESDAY, the 2nd Nov., 1909.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 1st November, 1909. [1370]

FOR SALE

FOR SALE

DERRINGTON, PEAK ROAD No. 8.
For Particulars apply to—

C. SCHROETER,

King's Buildings, IIIRD.
Hongkong, 1st September, 1909. [1140]

FOR SALE

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO., 3, Duddell Street. [150]

J. R. LEE & CO.,

P. O. Box 334,
Hongkong.

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought.

Hongkong, 8th October, 1909. [1295]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS.

MITSUI BUSSAN KAISHA.

Hongkong, 2nd November, 1909. [1128]

NOTICE

THE HONGKONG DAILY PRESS, TUESDAY, NOVEMBER 2ND, 1909.

INTIMATIONS

NOTICE

TO LET

TO LET

NO. 1 and 3, MORRISON HILL, Also OFFICES at No. 2, PEDDER STREET, APPLY—MESSRS. JARDINE, MATHESON & Co., LTD. Hongkong, 31st May, 1909. [107]

TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD. APPLIED—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st November, 1909. [818]

TO LET

GODOWNS Nos. 95, 96 and 97, PRAYA EAST.

APPLY—CHATER & MODY, Victoria Building, Hongkong, 1st February, 1909. [264]

TO LET

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point). Immediate Possession. Rent exceptionally moderate.

APPLY TO—KAM FOOK, No. 107, Wallington Street, behind the Star Hotel or Keeper of No. 5, Godown on the Street, Hongkong, 28th May, 1909. [797]

TO LET

N. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

APPLY TO—F. X. D'ALMADA E CASTRO, 33, Queen's Road Central, Hongkong, 7th July, 1909. [136]

STORAGE.

FOR COAL, TIMBER, &c. GEO. COAL, TIMBER, &c. Hongkong, 7th September, 1909. [1174]

TO LET

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st November, 1909. [98]

TO LET

GODOWN, No. 54, DUDDELL STREET.

APPLY TO—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st November, 1909. [1328]

TO LET

DUNHAVEN, 33, ROBINSON ROAD, 52, CAINE ROAD.

APPLY TO—HO Ü MING, 81, Queen's Road Central, Hongkong, 7th September, 1909. [1177]

TO LET

A HOUSE in Wong Nai Chong Road.

A HOUSE in RIPON TERRACE, EXMOOR, Conduit Road, OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 15B, Des Vœux

INSURANCES
NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates. JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909. [1033]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,247,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1909. [908]

JUST RECEIVED

A Selection of FLOWER AND VEGETABLE SEEDS, in Packets of 10 Cents each, and PARCELS from \$1 to \$10 EACH.

LAWN GRASS SEEDS, FERTILIZER, Garden Boots with Woden Soles & Thick Felt Lining. Pictorial Guide to Gardening, & Inspection Invited.

GRACA & CO., 1259, 27, DES VŒUX ROAD.

GENUINE CHEAP SALE.

LESS THAN ROCK BOTTOM PRICES.

Enquire within and be convinced.

HOOSAIN-ALI & CO., 14, Queen's Road Central.

Hongkong, 2nd November, 1909. [41]

THANG HING & CO. DEALERS IN JEWELLERY, Gold and Silver Smiths, Silk Goods, Chinese Embroideries, Crap Shawls, Bedspreads, Best Grass-cloths, Shirts, Dresses, Table-cloths, Ivory, Sandalwood Fans, &c.

JADESTONE, CURIOS, FANCY WARES, &c. Wholesale and Retail at Moderate Prices; Also dealers in CHINA WARES, WATCH MAKERS, 102, Queen's Road Central, Opposite Market. [1349]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN ARNOLD KAHLERG & CO. Sole Agents.

1674] [583]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1327]

JUST LANDED

A LARGE ASSORTMENT OF LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO. PHOTO-SUPPLIES

26, DES VŒUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

Cutter, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

Cutter, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG.

THE STRATEGY AND TACTICS OF FOOTBALL.

(BY A CORRESPONDENT OF THE "TIMES.")

At the beginning of a season those who are interested, personally or by proxy, in the *funera* or *nefusa* of this or that variant of the nation's chief winter pastime think more of the chances of their-favourite clubs and of the possible appearance of new players of ability—men whose names may be remembered in after years—than of the changes in strategy and tactics which constitute the true history of all co-operative pastimes. In football, as in all other open-air arts, we are prone to neglect the study of scientific principles and even to regard the invention of new ideas and new applications of old theories with a measure of suspicion. Thus Mr. Gallaher's Maorianders were by some authorities thought deficient in sportsmanship because they had elaborated their own system of strategy and tactics and used their superior knowledge (which went with superiority in individual capacity and also in condition) without the slightest regard for the feelings of sides that had been content to "muddle through" in the past.

SCIENTIFIC STUDY OF THE GAME.

There are reasons for objecting to the tours of colonial teams, the members of which are for the most part working men and apt to be tempted into professionalism by the desire to earn a living easily; but the fact that more attention has been paid to the scientific theory of Rugby Union football in New Zealand and Australia ought not to be included in the list. Whatever aids to the efficiency of himself or his side is worthy of the attention of the sportsman as such; mental slovenliness is as much an offence against sportsmanship, which demands the full rigour of the game, as physical slackness. It is to be hoped that Englishmen will never so less their sense of perspective as to look on the winning or losing of a football match as a matter of life or death—a foolish sordidness which is one of the less pleasing characteristics of college teams in the United States, members of which have been known to weep aloud or fling themselves on the ground when they had suffered an honourable defeat. Our Johnnian common-sense will, it is to be hoped, save us from such fantastic follies. Yet the all-questioning ardour of these Transatlantic athletes in the discussion of possible improvements in the theory and practice of their weird and wonderful variety of football—the most intricate and the most warlike of all such games—seems to me admirable and worthy of imitation.

I had the pleasure last "fall" of seeing much of the members of an American college team in the making, and found them the best of good follows and, taking into account the vivified nature of the average American's conception of sport and its functions, not at all inferior in their zeal for fair play to young Englishmen of the same class. But it was the deep interest shown in the science of their athletic art which most surprised their guest. They would most topology and discuss all kinds of suggestions for strategical and tactical improvements, working out their ideas on improvised diagrams, quoting precedents gathered from the observation of other sides in other seasons, and proving themselves able-bodied as well as mind-minded. It is probably true to say that Harvard v. Yale and other great annual football matches in America have sometimes been won beforehand—on paper—with the help of a pencil. Needless to say it is these movements were to be kept secret, not to be revealed to the enemy until the day of battle. It did not occur to anybody (except myself) that such secrecy was a little below the place of perfect sportsmanship.

WELSH ENTERPRISE.

No such zeal for the scientific study of their game exists among English football players. It does exist in Wales, where the necessity of thinking out some sure means of circumventing the mightier and more massive packs produced by England and Scotland became apparent many years ago—years before the sturdy four-square physique of the Welsh worker was utilized. Nearly every tactical improvement of recent years in Rugby Union football as played in its mother country has originated in Wales; and those who believe there is something sacrosanct in the hard toil and toil of sheer scrummaging are for ever grubbing at the practice of playing Four three-quarters and the disappearance of the ninth forward. They would have us believe that England ought never to have followed the Welsh example, forgetting that a series of convincing object-lessons—including the defeat of Wales of an English fifteen that possessed the finest set of fast heavy forwards ever seen on a football ground—demonstrated beyond a shadow of doubt the superiority of the new disposition of forces. Quick healing out (which is only safe, however, when the scrummage is held) kicking across the field, the modern difference between the functions of the two half-backs—these and other minor innovations which are also the outcome of the Celtic imagination have added to the pace and variety of Rugby football, and are not at all likely to be given up at the behest of any *laudator temporis acti*.

In the days before the accession of the great town clubs of Lancashire and Yorkshire there were as many experimentalists in England as in Wales—there is a touch of the Celt in the typical Yorkshirian and even more in the Lancastrian type—but the adoption of a new game and a new code by the Northern Rugby Football Union has prevented orthodox players from profiting by the scientific discoveries of the northerners, men whose inventive faculty has been trained by long acquaintance with machinery of all kinds. In spite of the wide and deep difference between the two games, the Rugby football players of the south can learn something from the northern professionals. For example, the latter obtain a larger percentage of their points by dropping at goal than the former, and there seems to be good reason for believing that more use should be made of this method of attack, the most dramatic of all, by practitioners of the orthodox game. In Wales drop-kicking is becoming a lost art in some quarters, and why should not English teams try to take advantage of this weakness of triumphant enemy?

THE NEW ZEALAND TEAM.

The reduction of the scrummage by yet another forward is still a subject of occasional—very occasional—discussion among British football players. In the writer's opinion the 2-3-2 scrummage, which is the corner-stone of the New Zealand game, constitutes an improvement provided (1) the individual members of the pack have been trained to take their allotted places and do their allotted work, and (2) the backs are thoroughly conversant with the duties of their positions in the rearranged disposition which is the strictly logical outcome of the introduction of an additional back. The experiment of using the New Zealand model (which is a natural development of the "medieval" English and Scottish formation, the line of three three-quarters being

kept and not overpowered by the addition of a fourth) has never yet been properly tried in this country. It was deemed to suppose that players accustomed all their lives to another and very different formation would be able to make much of the vague plagiarism of the New Zealand model which was the result of introducing a "rover" among backs who never knew where a pass would find him. The only scientific method of experimenting would have been to take a set of young players, not too set in their ways to learn new devices, and teach each of them what he was to do and how to do it, and wait till the second or third season to see what was the result of the experiment. Nothing of the kind was done, and now it is rather too late in the day to hope that a scientific test will be made.

The fact that the South African players under the leadership of Mr. Paul Boos were almost as successful as the New Zealanders, and the inability of the public to see that the success of the former was chiefly due to the presence of half-a-dozen backs of outstanding genius in the side, whereas that of the latter was chiefly the result of superior strategy and tactics and used their superior knowledge (which went with superiority in individual capacity and also in condition) without the slightest regard for the feelings of sides that had been content to "muddle through" in the past.

THE STRATEGY AND TACTICS OF FOOTBALL.

(BY A CORRESPONDENT OF THE "TIMES.")

At the beginning of a season those who are interested, personally or by proxy, in the *funera* or *nefusa* of this or that variant of the nation's chief winter pastime think more of the chances of their-favourite clubs and of the possible appearance of new players of ability—men whose names may be remembered in after years—than of the changes in strategy and tactics which constitute the true history of all co-operative pastimes. In football, as in all other open-air arts, we are prone to neglect the study of scientific principles and even to regard the invention of new ideas and new applications of old theories with a measure of suspicion. Thus Mr. Gallaher's Maorianders were by some authorities thought deficient in sportsmanship because they had elaborated their own system of strategy and tactics and used their superior

A FAMOUS SURGEON ON CHRISTIAN SCIENCE.

A remarkable exposure of the fraud of Christian Science and the dangers attaching to the use of spiritual healing, a London paper reports, was made by Mr. Stephen Paget, the famous surgeon, at the Church Congress held early this month at Swansea. He especially singled out for attack the Society of Emmanuel, a body in the West End of London, which, with the support of some local clergy, is steadily growing in numbers.

"Not long ago," said Mr. Paget, "I tabulated two hundred consecutive so-called testimonies of healing. The vast majority were cases of indigestion, constipation, headache, tired feeling, weakness of vision, functional disabilities, downright imagination, and so forth."

"I inquired into the alleged healings of grave organic diseases. I found not one authentic case of any such healing. I found absolutely nothing that might not have got well of itself, or got well, or at any rate better, under one or another of the many forms of mental treatment.

"The general style of these two hundred testimonies was fantastical, vague, illiterate, and absolutely worthless.

LIST OF FAILURES.

"Christian Science does not publish her failures. So I wrote to some doctors and other friends asking them to tell me cases of the harm that she has done. I got back a long list of killed and wounded. I wish that it could be mailed to the doors of all her churches.

"To see the full infinity of these cases the reader should be a doctor or should go over them with a doctor. But everybody, doctor or not, can feel the cruelty born of the fear of pain in some of these scientists, the downright madness threatening not a few of them, and the appalling self-will. They bully dying women, and let babies die in pain. They rob lots of cases of paralysis, tumble about and hurt themselves, they rob the epileptic cases of their bromides, the angina cases of their amyl nitrite, and the heart cases of their digitalis.

"They let appendicitis go on to septic peritonitis, gastric ulcer to perforation of the stomach, nephritis to uremic convulsions, and strangulated hernia to the *miserere mei* of gangrene.

"They watch day after day while a man or a woman slowly bleeds to death, they compel those who should be kept still to take exercise, and withhold from all cases of cancer all hope of cure.

"To these works of the devil they bring their one gift—wilful and complete ignorance—and their "nursing" which would be farce if it were not tragic. Such is the way of Christian Science face to face as she loves to be with bad cases of organic disease.

"Seeing the gross and shameful malpractices of Christian Science and the long trail of pain and of death that she leaves behind her, who should be kept still to take exercise, and withhold from all cases of cancer all hope of cure,

"We have not done that," Mr. Paget declared, with warmth. "In London the Society of Emmanuel is under her shadow; indeed, it is her shadow. It publishes miracles which never happened, it countenances exorcism, it denies plain-blank that our Lord in the whole of His life was ever ill, it has reprinted the case of a man who was healed instantaneously in the last stages of what was described as consumption in the lower part of the body.

"Such a disease is as mythical as Mrs. Eddy's malignant tubercular diphtheria. Can you wonder that we doctors laugh at spiritual healing, if this be spiritual healing? Nothing has happened yet in spiritual healing which has not its counterpart in mesmerism, treatment by suggestion, or commonplace medical attendance."

TACTICS IN ASSOCIATION FOOTBALL.

In Association football the final form of the game exists among English football players. It does exist in Wales, where the necessity of thinking out some sure means of circumventing the mightier and more massive packs produced by England and Scotland became apparent many years ago—years before the sturdy four-square physique of the Welsh worker was utilized. Nearly every tactical improvement of recent years in Rugby Union football as played in its mother country has originated in Wales; and those who believe there is something sacrosanct in the hard toil and toil of sheer scrummaging are for ever grubbing at the practice of playing Four three-quarters and the disappearance of the ninth forward. They would have us believe that England ought never to have followed the Welsh example, forgetting that a series of convincing object-lessons—including the defeat of Wales of an English fifteen that possessed the finest set of fast heavy forwards ever seen on a football ground—demonstrated beyond a shadow of doubt the superiority of the new disposition of forces. Quick healing out (which is only safe, however, when the scrummage is held) kicking across the field, the modern difference between the functions of the two half-backs—these and other minor innovations which are also the outcome of the Celtic imagination have added to the pace and variety of Rugby football, and are not at all likely to be given up at the behest of any *laudator temporis acti*.

Combination has been pressed too far

by the average gang of professionals, and a greater measure of individuality would appear to be required. Unfortunately the forward who can execute a frontal attack with neatness and dispatch is a rarity nowadays;

the truth is that the present generation of players have not acquired the art of dribbling, even the small boys in Board school teams being taught that passing is all four-corner-stones of football science. The "three-inside" plan of forward play leads to an intolerable deal of pattern-wearing, an endless succession of pretty ineffectual passes; and the sooner it is abandoned the better for players and spectators alike. The "all-along-the-line" form of attack, when executed accurately, is exhilarating and effective in the extreme. By means of it the Corinthians have sometimes, in the near past, bowled over and utterly routed a first-rate professional side. The difficulty is that it requires five forwards all of whom have fine pace and are expert dribblers, and no League team—ever Manchester United at its full strength—is fortunate enough to possess such a first line of attack. Indeed the art of dribbling must once more be established as a necessary part of the young football player's education before we can hope to see a sufficient supply of the forwards required. [At present the transfer fee of the straightforward self-reliant attacking forward is never less than £500—sometimes very much more.] Perhaps a revival of six-a-side contests, always won by the team with two or three expert dribblers, would make for an all-round improvement in this direction. The Fytball Association shall be forgiven all its past sins of omission and commission if it arranges a series of these contests and gives the proceeds to a fund for providing London and the provincial cities with additional playing fields.

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PREMIUM BONDS

WE ARE the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodic drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £15 to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIKEN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOB MATEU" and "SAIKIO MARU" (2,877 tons each) NORTH-BOUND.

Leave—Shanghai (Steamer)	Arrive—Dairen ()	Leave—Mukden ()	Arrive—Changchun ()	Leave—Dairen (Russian Train)*	Arrive—Harbin ()	Leave—Harbin ()	Arrive—Dairen ()	Leave—Dairen ()	Arrive—Changchun ()

<tbl_r cells="10"

SHIPPING.

ARRIVALS.

LIBERIA, German str., 3,669, Kinsale, 31st Oct.
Shanghai 25th Oct., General—Hamburg
American Line.

MONGOLIA, American str., 8,750, H. E. Morton,
1st Nov.—San Francisco 5th Oct., Mail
and General—P. M. S. S. Co.

ZAFIRO, British str., 1,629, R. Rodger, 1st
November—Manila 30th Oct., General—
Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
1st November.
Haiyang, British str., for Swatow.
Liberia, German str., for Singapore.
Soushi Maru, Japanese str., for Swatow.
Sandakan, German str., for Saigon.
Tientsin, British str., for Canton.
Tjilatjap, Dutch str., for Swatow.
Ujicopan, Dutch str., for Balik Papan.
Victoria, Swedish str., for Haiphong.

DEPARTURES.

1st November.
ANHUI, British str., for Canton.
ANTONIO, British str., for Seirong.
CHOWTAI, German str., for Bangkok.
KAI PING, British str., for Shanghai.
LOONGSAM, British str., for Manila.
ONSANG, British str., for Singapore.

SHIPPING REPORTS.

The German str. *Liberia* reports: Strong
Northerly till N. Easterly wind, high N.E. swell.

VESSELS IN DOCK.

November 1st.

ABERDEEN DOCK.—
KOWLOON DOCK—On Lee, Lyndhurst, Ben
Thuy, Patric, Fitzpatrick.

COSMOPOLITAN DOCK.—

TAIKO DOCK—St. Epoch, Hupel, Changsha,
Hoichou, Ningpo, Tjibodas.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to
Rangoon, Madras and Mauritius.

THE Steamship
"GREGORY APCAR,"
Captain S. H. Belson, will be despatched for the
above Ports TO-DAY, the 2nd Nov., at
Noon.

For Freight or Passage, apply to
DAVID SASSON & CO., LTD.,
Agents.
Hongkong, 29th October, 1909. [1354]

FOR SINGAPORE, PENANG AND
CALCUTTA.

Taking Cargo on through Bills of Lading to
Rangoon, Madras and Mauritius.

THE Steamship
"CATHERINE APCAR,"
Captain G. F. Hadson, will be despatched for the
above Ports on THURSDAY, the 4th Nov., at
Noon.

For Freight or Passage, apply to
DAVID SASSON & CO., LTD.,
Agents.
Hongkong, 30th October, 1909. [1353]

THE AMERICAN AND ORIENTAL
LINE.

For NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
"GOULDSON,"

Capt. Turnbull, will be despatched for the above
Ports on THURSDAY, the 4th Nov., 1909.
For Freight apply to
ARNHOLD, KÄRBERG & CO.,
Agents.

Hongkong, 1st November, 1909. [1363]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
"GUZEEZ" ... About 15th Nov.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 22nd October, 1909. [1129-1253]

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship
"WYNERIC,"

will be despatched for the above Ports on
SATURDAY, the 20th November, 1909.
For Freight, apply to
ARNHOLD, KÄRBERG & CO.,
Agents.

Hongkong, 25th October, 1909. [1345]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AMERICA, in connection with
INDO-CHINA STEAM NAVIGATION CO.'s forthcoming
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898. [9.]

THE TIENSIN LIGHTER CO., LTD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters
and Tugs and is prepared to undertake
the discharge of steamers and lighters
between Taku Bar and Tientsin.
DOCK AND ENGINEERING YARD,
TONGKU.

Estimates for all Classes of ENGINEERING
and FOUNDRY WORK, also for Docking and
Painting Vessels, given on application to
BUTTERFIELD & SWIRE,
Managers,
Tientsin.
Hongkong, 27th October, 1909. [1350]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "n." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.
SECTIONS:

1. From Green Island to the Harbour Masters. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & B.R.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI ...	Brit str.	—	A. G. Cubitt, E.N.E. ...	P. & O. S. N. Co. ...	About 3rd inst.
LONDON & VIA USUAL PORTS OF CALL	DEVANHA ...	Brit str.	—	H. Powell ...	P. & O. S. N. Co. ...	On 13th inst., at Noon.
LONDON, HULL & ANTWERP	BURCONSHIRE ...	Brit str.	k. w.	JARDINE, MATHESON & CO., LTD.	On 26th inst.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA ...	Ger str.	k. w.	Knailed ...	To-day.	
HAVEE, ROTTERDAM & HAMBURG, &c.	BEGRAVIA ...	Ger str.	k. w.	Hildebrand ...	On 20th inst.	
HAVER & HAMBURG VIA STRAITS, &c.	SELVIA ...	Ger str.	k. w.	Porzelang ...	On 25th inst.	
HAVER, HAMBURG & ANTWERP, &c.	BRISGAVIA ...	Ger str.	k. w.	Schwinghamer ...	On 30th inst.	
HAVER, ROTTERDAM & HAMBURG, &c.	SILESIA ...	Ger str.	k. w.	HAMBURG-AMERIKA LINIE	On 2nd Dec.	
HAVER & HAMBURG VIA STRAITS, &c.	TOUANE ...	Fren str.	k. w.	v. Hoff ...	On 29th Dec.	
MARSELLES, &c., VIA PORTS OF CALL	TOURANE ...	Dan str.	—	Eckhorn ...	HAMBURG-AMERIKA LINIE	On 9th inst., at 1 P.M.
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PEKING ...	Jap str.	—	Bourge ...	MESSAGERIES MARITIMES	Middle of Nov.
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IWO MARU ...	Jap str.	—	MELCHERS & CO. ...	MELCHERS & CO. ...	On 10th inst., at D'light
MARSELLES, LONDON & ANTWERP, &c.	WAKASA MARU ...	Jap str.	—	NIPPON YUSEN KAISHA ...	On 24th inst., at D'light	
TELIESTE, &c., VIA SINGAPORE, &c.	KITANG MARU ...	Jap str.	—	NIPPON YUSEN KAISHA ...	About 17th inst.	
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	PEPE ...	Ger str.	—	SANDRE, WIELER & CO.,	On 24th inst.	
NEW YORK	COUDON ...	Brit str.	—	MELCHERS & CO. ...	To-morrow, at Noon	
BOSTON & NEW YORK	GLAZER ...	Brit str.	—	ARNHOLD, KÄRBERG & CO. ...	On 4th inst.	
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	WYNERIC ...	Brit str.	2 m.	DODWELL & CO., LTD.	About 13th inst.	
VANCOUVER, B.C., TACOMA & SEATTLE VIA SINGAPORE, &c.	EMPERESS OF CHINA ...	Brit str.	1 m.	J. Mathie ...	On 20th inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KUMERO ...	Brit str.	—	M. Hagiwo ...	On 18th inst.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MONTAGLE ...	Jap str.	—	K. Kawara ...	On 21st inst., at Noon.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU ...	Jap str.	—	E. R. Hutchinson ...	On 7th Dec., at Noon.	
TACOMA VIA SHANGHAI & JAPAN	SHINANO MARU ...	Jap str.	—	H. Raesener ...	On 6th inst., at Noon.	
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	FITZPATRICK ...	Jap str.	—	G. W. Elidy ...	On 10th Dec., at Noon.	
AUSTRALIAN PORTS VIA MANILA	MANSHU MARU ...	Jap str.	—	MELCHERS & CO. ...	On 5th inst., at 6 P.M.	
AUSTRALIAN PORTS VIA MANILA	COLLENZ ...	Ger str.	—	BUTTERFIELD & SWIRE ...	On 13th inst.	
AUSTRALIAN PORTS VIA MANILA	CHANGSHA ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 21st inst., at D'light	
AUSTRALIAN PORTS VIA MANILA	NINKO MARU ...	Jap str.	—	NIPPON YUSEN KAISHA ...	On 26th inst., at Noon.	
KOBE & YOKOHAMA	KUMANO MARU ...	Jap str.	—	NIPPON YUSEN KAISHA ...	On 24th inst., at D'light	
KOBE & YOKOHAMA	KAWACHI MARU ...	Jap str.	—	NIPPON YUSEN KAISHA ...	On 24th inst., at D'light	
KOBE & YOKOHAMA	KAMO MARU ...	Jap str.	—	NIPPON YUSEN KAISHA ...	On 24th inst., at D'light	
KOBE & YOKOHAMA	KUMANO MARU ...	Dut str.	—	TOURANE ...	On 24th inst., at D'light	
KOBE & YOKOHAMA	TUILVONO ...	Brit str.	—	G. Hooker ...	On 24th inst., at 4 P.M.	
KOBE & YOKOHAMA	CHINKIANG ...	Brit str.	—	H. G. Walker ...	On 24th inst., at 4 P.M.	
KOBE & YOKOHAMA	KUNICHO ...	Brit str.	—	O. Pakake ...	On 24th inst., at 4 P.M.	
KOBE & YOKOHAMA	WINGHANG ...	Brit str.	—	Y. Fuseno ...	On 24th inst., at 4 P.M.	
KOBE & YOKOHAMA	KLEIST ...	Ger str.	—	J. Mathie ...	On 24th inst., at 4 P.M.	
KOBE & YOKOHAMA	BUJUN MARU ...	Jap str.	—	ERNEST SIMONS ...	On 4th inst., at 10 A.M.	
KOBE & YOKOHAMA	ANJU ...	Brit str.	—	W. C. Passmore ...	On 4th inst., at Noon.	
KOBE & YOKOHAMA	SILESSA ...	Ger str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	NORE ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	LINAN ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHINO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	BUTTERFIELD & SWIRE ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO ...	Brit str.	—	MELCHERS & CO. ...	On 4th inst., at D'light	
KOBE & YOKOHAMA	YOSHIO					

